

Today's Advertisements.

ZETLAND LODGE,
No. 525, E.C.

A REGULAR MEETING of the above LODGE will be held at the FREEMASONS' HALL, Zetland Street, on WEDNESDAY, the 1st November, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 28th October, 1899. [1358a]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO. The Company's Steamship

"THALES"

Captain Passmore, will be despatched for the above Ports, on TUESDAY, the 31st instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAFFRAK & Co.,
General Managers.

Hongkong, 28th October, 1899. [1359a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA VIA AMOY.

The Company's Steamship

"SUNGKIANG"

Captain Moore, will be despatched as above on TUESDAY, the 31st instant.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer.

The Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 28th October, 1899. [1332a]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship "COPIK."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN,
Agent.

Hongkong, 28th October, 1899. [2]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamship

"BENGAL"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Goods by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

From London, &c., *ex S.S. Britannia.*

From Italy, *ex S.S. Thetis.*

From Persian Gulf, *ex B.I.S.N. and B. & P. S. N. Co's Steamers.*

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY.

Goods not cleared by the 3rd November, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.

Hongkong, 28th October, 1899. [5]

NOTICE.

THE OFFICES of the "HONGKONG TELEGRAPH" have this Day been removed to No. 50, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. POWELL & Co.) to which address all communications should be addressed.

ETH. F. SKERTCHLY,
Manager.

Hongkong, 1st Nov. 1899.

Intimation.



A. S. WATSON & Co., LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

BRANDIES.

A.—Hennessy's Old Pale, Red Capsule - - - - - \$18

B.—Superior Very Old Cognac Red Capsule - - - - - \$21

C.—Very Old Liqueur Cognac \$24

V.O.—D.—Hennessy's Finest Very Old Liqueur Cognac, 1872 Vintage, Red Capsule - - - - - \$38

V.V.O.—E.—Finest Very Old Liqueur Cognac, 1882 Vintage - - - - - \$48

All our Brandies are guaranteed to be PURE COGNAC, the differences in price being merely a question of age and vintage.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

A. S. WATSON & Co., Limited.

QUEEN'S ROAD CENTRAL.

BIRTH.
At "Hafion," Singapore, on the 19th October, the wife of **WALTER MEER**, of a daughter.

The Hongkong Telegraph

HONGKONG, SATURDAY, OCTOBER 28, 1899.

TELEGRAMS.

REUTER'S TELEGRAMS.

THE WAR.

LONDON, October 25th.

General Yule and General White have effected a junction. General White occupies all the strong positions on the road to Ladysmith.

The loss of the British in the engagement with the Free State troops on Tuesday was 13 killed and 96 wounded.

The War Office learns unofficially that the Boers, after the attack on Glencoe, captured a squadron of the 18th Hussars with eight officers.

LONDON, October 26th.

A train load of prisoners, including nine officers of the 18th Hussars and Dublin (Dublin Fusiliers), captured after the fight at Glencoe, has arrived at Pretoria. The prisoners were received by a great crowd in solemn silence. Thirty Hussars under a Sergeant have reached Ladysmith having fought their way through.

General Yule reached Ladysmith after an arduous night's march in tremendous rain. The troops were sorely fatigued but in good spirits and only need rest.

The bombardment of Mafeking has commenced.

General Symons is dead.

LATER.

Despatches delayed on the show that no Boers were taken at Glencoe and moreover that only a few killed and wounded Boers were found in the captured position.

The Grenadier Guards have sailed for the Cape.

(From Straits Papers.)

BOER SHOOTING SAID TO BE POOR.

THEY CAPTURE A TRAIN AND TAKE PRISONERS.

LONDON, October 21st.

It is noteworthy that the Boer shooting has been consistently poor hitherto.

The Boers have captured a provision train between Ladysmith and Dundee.

It is reported that the train contains an Imperial Officer and several newspaper correspondents who are all prisoners.

DUNDEE CUT OFF.

SIR GEORGE WHITE'S ACTION.

Communication with Dundee is cut.

Sir George White has taken steps to secure Mafeking and Durban against raid.

ANOTHER FIGHT IMMINENT.

9,000 Boers are advancing from Hattingsburg.

The Leicesters and the 13th battery of Artillery have gone to meet them.

BOERS IN VRYBURG.

The police forces have withdrawn from Vryburg, which town the Boers occupied on Sunday.

The House of Commons have voted the reply to the Address.

(From Dutch Sources)

THE HAGUE, October 16th.

The Boers have attacked Kimberley, where Cecil Rhodes now is. They hold the railway near the Mender River. Rumour says that fighting took place south of Kimberley on Sunday. Kimberley is now wholly invested by them. The Boers are marching south of Newcastle by way of Ingagane, and honestly pay for supplies. The inhabitants of Newcastle, including 400 Hollanders, have joined the Boers. The Government newspaper of Natal takes it for granted that all the inhabitants of that Colony are in favour of the Boers. Twelve thousand Boers are between Reenen's Pass and Ladysmith. The attack on Mafeking is being vigorously carried on by Commandant Cronje. Much use is made of dynamite in the attack.

THE OBSERVATORY REPORT.

The Observatory report says—

On the 28th at 11.50 a.m. the barometer has risen over the Philippines, fallen in Japan.

High pressure still covers China, and pressure seems to be low in the Pacific to the S. of Japan. Gradients moderate. Fresh monsoon on the coast, strong monsoon in the N. part of the China Sea. FORECAST:—Fresh N.E. to N. winds; fine.

LOCAL AND GENERAL.

THE publication of this issue commenced at 6 p.m.

PROFESSOR KOCH, the well-known malaria expert, is now in Java. In that island, which abounds with mosquitoes, he is seeking to find the kind which conveys malaria germs.

A SPECIAL meeting of the Sanitary Board is summoned for 12 noon on Monday, the 30th inst., for the purpose of discussing certain matters in connection with the Insanitary Properties Bill.

A VERY general sympathy is expressed for Mr. H. C. Ridges, Treasurer of Selangor, says the *Malay Mail*, in connection with the late Treasury defalcations, as he has to make good all the missing money, amounting to some thousands of dollars.

THE Band of the Hongkong Regiment will play at the Hongkong Hotel this evening, from 8 p.m. to 9.30 p.m.:

March..... "Austria".....Glockengarten.

Overture..... "The Merry Widow".....Glockengarten.

Polka..... "The Merry Widow".....Glockengarten.

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ACCORDING to the annual report of Dr. Simon, the death rate in Singapore during 1898 was 30.43 per thousand, comparing favourably with the 36.90 per thousand in 1897. The general health of the Colony during 1898 was good. Only nine deaths from cholera were registered in Singapore.

CAPT. RAYMOND'S case again came on at the Police Court this morning. The evidence of Mr. Rodriguez, formerly engineer of the *Wahlu Cloud*, and the boatswain engaged for the voyage to Manila was taken. Nothing fresh transpired and the case was adjourned until 2 p.m. on Tuesday next.

ON Monday afternoon, the Hongkong Football Club will hold an inter-club match, "White" v. "Red." Kick-off at a quarter five sharp. "White":—F. H. Kew, goal; B. C. M. Johnston and R. J. Hall, backs; T. V. Hornby, C. T. Kew and I. Grant-Smith, halves; A. R. Lowe, H. E. Green, J. E. Noble, A. C. R. Greene, R. A. and H. A. Sells, forwards. "Red":—G. H. N. Sexton, goal; M. B. Blake and H. Pinckney, backs; S. L. Jenkins, E. H. Hinds and H. W. Looker, halves; J. D. Danby, H. C. R. Hancock, D. F. Tulloch, R. A. T. Yule and E. J. Libaud, forwards.

HONGKONG SEARE MARKET.

HONGKONG, Friday, October 27th.

Messrs. Benjamin, Kelly and Potts, in their weekly share report, state:—Business has improved to a small extent during the past week, but no material change in rates has to be recorded. Humphreys' Estate and Finance Co., Ltd., give notice of a private meeting to be held at the Company's offices on the 1st proximo. Banks—Hongkong and Shanghai Banks are much steadier, and have changed hands at 223 and 224 percent premium. Many enquiries for shares for forward delivery, have not met with response, although high rates have been offered. The market closes with buyers at 327 per cent premium. The London quotation is 538. Nationals have been dealt in to a large extent at 530. Marine Insurance.—Cantons have found buyers at 1135. Fire Insurances.—Hongkong Fire have been done in small lots at 530, and China Fires at 586. Shipping.—Hongkong, Canton and Macao Steamships have declined slightly, and are obtainable at 249. Indo Chinas are again in demand, and shares have been sold at 275 and 276, and at 284 for March. Douglas Steamships are quiet. Quotations.—Refineries.—Both China Sugars and Luzons are out of favour, and we have heard of no business in either stock. Mining.—Punjoms have been looked from 29 to 304. Charbonnages have buyers at 250. Queen Mines have been negotiated at 74 and 50 cents. Jelebus have been sold at 54.75. Raubs are in the market at 146, at which price business has been done. Oliver's 'B' can be placed at 86.50. Great Eastern and Caledonians are offering at 11.80. Docks, Wharves and Godowns.—Are all quiet at quotation, except Hongkong and Whampoa Docks, which are enquired for on time, but Buildings.—Hongkong Lands are firmer and have been purchased at 105, and are now wanted at 105.5. China Providents have been done at 50. Humphreys' Estate are offering at 50. Cotton Mills.—Hongkong Cottons have buyers at 260. Our other quotations are taken from the latest Shanghai reports. Cigar Companies.—La Commercial are wanted at 50 per cent premium.

PUNJOM MINING CO., LIMITED.

The following is the report of Mr. Bailey, for the month of September:

TANKONG.

Adit levels.—A little ore approximately 130 tons, of very low grade, was stored here:

Level No. 1, (50 foot level) Slope No. 1.—This slope continued to give us good ore and to look well ahead as it is worked. It has opened up ore bodies that developments at level No. 1 did not indicate or suggest the existence of.

Slope No. 2.—This slope continues to give us all the ore the mine is equipped to handle in connection with other work doing.

Only side slopes here from drives from No. 1 crosscut have as yet been worked, leaving the ore between the top of the level and the adit levels as yet untouched.

Level No. 2, (100 foot level). South drive from crosscut No. 1.—Driven 6 feet, making a total of 59 feet from crosscut, on the level, which continues fairly well defined and of low grade.

South drive from northwest drive from shaft.—Driven 9 ft. making a total of 30 ft. from northwest drive from shaft. This drive was found to be a little off the line, ore as proven in north drive from crosscut No. 1, so we widened it, stripping 19 ft. along it of fair ore, being the same ore body proven per above.

Northeast drive from Northwest drive from shaft.—This was started opposite where the last above mentioned drive started, on the same line of level ore formation, and driven 19 ft., but nothing of much value or promise shows therein as yet.

Uprise No. 1.—Continued on the level 14 ft. making a total distance of 33 ft from level No. 2. This level and formation still shows nothing but low grade ore.

Product.—Almost everything from these workings sent to the mill, though it is barely payable at 50 to 51.

No. 2 Workings Shaft.—This was sunk on a slight incline on the level 5 ft, making it a total depth of 32 ft. Work was discontinued here temporarily awaiting connection of adit drive with this shaft. The level shows fairly well defined in the bottom here.

Adit Crosscut.—This was started from cutting off, in and driven through country rock 30 ft, making it a total of 40 ft. to the above shaft, to facilitate handling the ore, waste, and water from the shaft.

North adit drive.—This was started on the small level or leader the above shaft is on, across a gully from it, in from the face of the hill, and driven 45 ft, making it a total of 57 ft. The little ore herein at first has cut out.

GUBAU.

Level No. 1.—North drive from mine.—This was driven 60 ft, making it a total of 100 ft. from the mine. The ore had herein cut well entirely, but the formation is well defined.

North drive from crosscut from shaft.—This drive was started on a small bunch of ore which we now think is the same level or line of formation the above drive is on.

It was driven 71 feet 6 inches and opened up a splendid ore body so far as it is yet developed, being good gold bearing quartz some 4 feet to 5 feet thick almost vertical with soft well defined porphyry walls.

Shaft.—Preparations are being made to sink this to further develop the ore found in drive last above mentioned.

REDUCTION WORKS.

Mill.—These were run equivalent to 204 days full-time; 14 stamps on Headings and 8 stamps

and 2 concentrators on Tankong and other ores and yielding product as follows:—

	Concentrated Gold	Concentrated Silver	Concentrated Copper
Headings	1,716.3	365.93	131.61
Tankong	542.5	131.00	44.51
Jalis	18.5		
Manik			161.03

Total, 2,331.8 486.93 179.12 40 161.03

* Assay value 0.0125, 1.24 gns.

Bullion Assay here, Gold, 871.85 fine, value per oz. 23.14, 0.811d. Silver, 111.97 fine, value per oz. 3.247 at 28.3d. Total 53 145. 4.058d.

LABOUR.—This continues scarcely sufficient for our wants.

Water Power.—This has been sufficient to run the mill during the month.

Transport.—Sickness and death among our contractors' bullocks made us very short of transport for timber and firewood during a part of the month and made it impossible to convey as much ore from Tankong to the mill as was wanted, but the condition is improving now.

Health.—This was good during the month both among Europeans and Asiatics.

LEGAL INTELLIGENCE.

SUPREME COURT.

CRIMINAL SESSIONS.

(Before His Hon. W. M. Goodnow, Acting Chief Justice.)

October 28th.

THE HUNGING MURDER.

The case again before His Lordship this morning was the charge of murder against two men called Pong Pun and Li Ki. The Hon. H. E. Pollock (Acting Attorney General) appeared for the prosecution and Mr. Slade for the defense. The following jurors were empanelled:—Messrs. W. T. Marlow, H. Haynes, T. P. Cochrane, H. E. Mackenzie, E. H. Ray, M. von Obrowsky, and C. A. Friedland.

All yesterday, men occupied in examinations and cross-examinations of witnesses.

This morning His Lordship started summing up shortly after 10 o'clock, and addressed the jury until five minutes to one, when the jurors retired to consider their finding.

His Lordship, during his address, said the following, in which there are points of law concerning a case as has been before the Court for a whole week, that will be of interest to the public generally, and especially to those who might be called in future to serve on a jury:—

The accused persons, Pong Pun and Li Ki, are charged with the wilful murder of one Pong Fuk, who was a Chinese, on 22nd August last. The case for the prosecution briefly amounts to this: That the deceased man, walking with a friend, met the 1st prisoner (Pong Pun) in Bulkeley Street and asked him for some money. It does not appear for what the money was asked. The 1st prisoner replied "I have no money to give you. Let us fight and then I will give it you." The deceased man thereupon pushed the 1st prisoner, not violently, with his hand, and asked why he refused to pay. The 1st prisoner replied by striking the deceased with his fist, whereupon the deceased ran away. The 1st prisoner then chased after him and when near Temple Street stabbed the deceased with a chisel inflicting a terrible wound on his thigh, from which wound the deceased died, fifteen days afterwards, in the Civil Hospital, to which he was carried in an ambulance the day he was wounded.

As regards the 2nd Prisoner (Li Ki) the case against him is that he struck the deceased with a hammer on the right side of his back almost at the

BY THE MAIL.
(From Home Exchange.)

Kruger.

Mr. Kruger, the President of the Transvaal Republic, whose early years were spent in the solitude of Coleridge, was brought up in an atmosphere of the narrowest possible orthodoxy. He was thoroughly indoctrinated in the Old Testament, and taught to regard the formulations of the Synod of Dort as an inflexible declaration of absolute truth. He looked upon the use of hymns in public worship as a most dangerous innovation. He thus grew up as an ultra-orthodox and determined Calvinist. He had received a very limited education, but was deficient in culture he was ever on the alert and of an energetic temperament, with intervals of mystic brooding. His admirers relate how, at a critical time, he spent three days in prayer on Magaliesberg, waiting for divine guidance. When elected as vice-president, he commenced his address to the assembly with the declaration that he looked on his appointment as coming from the King of Kings, and that he had, therefore, no choice except to obey.

Mrs. Kruger.

Mrs. Kruger, the wife of the President, is a woman of very few words. Though a devoted mother, she takes absolutely no interest in her husband's schemes or affairs of State. Indeed, if the truth were told, she looks upon all the present trouble as "much ado about nothing." She has an extraordinary aversion to medical men, though she is ever in search of a patent remedy for her chronic complaint—rheumatism, and anyone who succeeds in recommending even a temporary cure earns her most profound regard.

Seized with paralysis.

Sir Edward Wingfield, Permanent Under-Secretary at the Colonial Office, has been seized with paralysis, and is not expected to be able to resume his duties for a considerable time. It was stated on 27th ult. at the Colonial Office that the patient was going on well. Sir Edward Wingfield, who is sixty-five years of age, recently had his period of service extended for two years, in recognition of the valuable work he had performed while at Downing-street. He was appointed Assistant Under-Secretary of State for the Colonies in 1878, and became Permanent Under-Secretary on March 1st, 1897. He was made a Knight Companion of the Bath last New Year's Day.

Relics of Nelson.

The sword worn by Nelson, which the late Sir William Fraser bequeathed to the United Service Club, is now in position underneath the portrait of the great naval commander, and it forms a valuable addition to the relics which are so much cherished in the Service. The United Service Institution have long had on exhibition at their museum in Whitehall the sword which Nelson used when boarding the *San Josef* at Cape St. Vincent; while Lord Northesk is the proud possessor of the Trafalgar sword. Hitherto clubland has not been up-to-date in this respect, and the "seniors" are therefore delighted with their legacy. Another memento is the beautiful miniature of Emma, Lady Hamilton, which occupies the place of honour over the mantelpiece in the dining-room of the Army and Navy Club. Inasmuch as this was hung in Nelson's study in the *Victory*, it was probably one of the last objects upon which his eyes rested before the commencement of the action in which he lost his life.

Another Arctic Expedition.
Before the expiration of this month another Arctic expedition will leave England. It will be the Jefferies-Chowne Expedition, which is now rapidly fitting out. Mr. Joseph Russell Jefferies, the leader, is a son of Dr. Jefferies, of Leamington, and has previously been in search of the North Pole, having made a northern journey in 1897. Mr. Chowne is a novice at Arctic exploration. The expedition will go from this country to Archangel, and then, as soon as the condition of the country permits, will proceed in sledges to some of the most unknown parts of Siberia. From Archangel a part of the party will be covered by steamer if the ice is not already firm in the Kara Straits. The idea of the undertaking is not so much to reach the Pole as to explore unknown districts in the Samoyede Peninsula, and to observe the habits of the natives.

Excavations at Hedsor.
As was anticipated, the excavations at Hedsor (Bucks), on the site of the ancient pile dwellings, have yielded much that is valuable to the antiquarian and archaeologist. In the trial openings a few flint arrow-heads and the skeleton of a horse have been found; and in another part were discovered specimens of pottery of Roman, medieval, and British origin, and osseous remains of sheep, goats, cows, and pigs, whose carcasses are thought to have provided food for the colony. Some of the pile dwellings are of large dimensions, one of them having been very accurately squared before insertion upon the bones of the animals referred to distinct knife-marks can be traced, even after the lapse of centuries.

Dewey's Welcome.

A MILLION VISITORS ARRIVE IN NEW YORK. UNSEEMLY SQUABBLE AS TO PRECEDENCE IN THE PARADES OF THE ADMIRAL'S HONOUR.

NEW YORK, Thursday.
The unseemly disputes continue here as to precedence in the parades in honour of Admiral Dewey. The Grand Army men refuse to participate because of the position allotted them. And the "Daughters of Revolution" are protesting because they are refused permission to join the march.

Some 630 vessels will take part in tomorrow's parade in the North River, amongst them being 15 men-of-war.

Democratic leaders persist in believing that they will be able to induce Admiral Dewey to become a candidate for the Presidency.

NEGOTIATING THE HOTELS.
A million visitors are already here thronging the streets and besieging the hotels and restaurants. The police have received orders to do no clubbing.

Detectives watch all incoming trains in order to arrest suspected crooks, and many mistakes have resulted. A Chicago alderman named McKenna, who is known as "Hinkydink," was arrested as a suspect. He is a member of the deputation to invite Admiral Dewey to Chicago.

The Chicago Press publish bitter cartoons on New York's unseemly enthusiasm.

The Sun says it is a case of sour grapes. Among the visitors to-day was Jeffries, the champion pugilist whom Dewey greeted good-naturedly.

NEW YORK, Friday.
A Reuters telegram from New York states that Admiral Dewey yesterday invited several officers to belong to the *Olympic* to his cabin, and lifting a box containing a lion cub on to the table, he said: "Gentlemen, we must give this lion-hearted cub a name. We have decided to call him Claretier, in memory of my English friend, Capt. Claretier of the British cruiser *Immortalité*."

Three hundred and fifty men of the *Olympic* crew have been given bronze medals

which had been voted by Congress in recognition of their services in Manila.

Legal and Criminal.

Dr. Colquhoun, who recently failed for a large sum of money, pleaded guilty at Glasgow Sheriff's Court on 26th ult. to embezzling money entrusted to him by clients, and was remitted to the High Court at Edinburgh for sentence. The date of sentence will lie with the judicial authorities at Edinburgh. Dr. Colquhoun's brother, Mr. David Colquhoun, pleads not guilty to charges brought against him. The date of his trial has not yet been fixed. There were eighteen charges of embezzlement against Dr. Colquhoun. The accused said: "I have agreed to plead guilty." He signed his plea, and was formally remitted for sentence. The proceedings lasted only three minutes, and at the conclusion Dr. Colquhoun was taken back in a cab to Glasgow Prison. He appeared quite cool and collected. The bail of £5,000 in the case of his brother, David Colquhoun, not being forthcoming, he will remain in Glasgow Gaol pending his trial, which will take place either in Edinburgh or Glasgow, but probably in Glasgow, on Oct. 31. On 27th ult. it was rumoured that James Spencer Balfour would within the next few days be released from Portland Convict Prison. It was stated that early discharge had been decided upon in consequence of the serious condition of the convict's health, he being described as a complete wreck. On inquiry at the chambers of Mr. John O'Connor, M.P., the barrister who conducted the defence of the convict, it was stated that that gentleman had received no communication from the Home Office on the subject.

Naval and Military.

The court-martial which has been trying the officers concerned in the surrender of Cavite to the Americans formally pronounced judgment on 22nd ult. Admiral Montojo was admonished and placed on the retired list. Captain Sotoca was acquitted, but not in favourable terms. Both officers were set at liberty and passed into the reserve.

The lesson to be learnt from the recent grounding of the *Bonaventure* in Komiloff Bay, says the *Naval and Military Gazette*, is that absolute reliance cannot be placed in the charts of that and neighbouring ports in Chinese waters. The accident to the *Bonaventure*, taken in conjunction with the grounding of the German war-vessel *Kaiser* in Shanghai inlet, demonstrates very plainly that an imperfect knowledge exists of the submarine dangers on the Chinese and Korean coasts. Over twenty years ago a pinnacle rock similar to that on which the *Bonaventure* almost came to grief, was the cause of a serious disaster in the Gulf of Pechili to the frigate *Tophaz*, attached to the flying Squadron. This particular rock was not shown on the chart, and it was simply good seamanship that saved the *Tophaz*. With a powerful squadron on the China Station, and British interests in that quarter of the globe rapidly developing, it behoves the authorities to make a more complete survey of these waters than was prepared about two years ago. Until this is done pitfalls for the unwary navigator will continue to make their presence felt.

The relative fire energy of the British and foreign warships has recently been commented upon by a writer in a London daily in terms that allowed the foreign vessels material advantage. Thus the battleship *Formidable* is credited with a fire energy of 34,344 foot tons per ton of displacement, the ships of the *Uranos* class with 34,980, the Japanese battleship *Stokishima* with 38,907, the Russian *Tsushima* with 45,100, and the *Kaiser Friedrich* (11) with the enormous relative fire energy of 53,604. As regards cruisers, British vessels are said to be even weaker in fire energy, the relative disadvantage for ton being more marked. Thus, the fire energy of the *Cressy* is put at 32,335 foot tons per ton of displacement, and of the new *Powerfuls* at 29,777. Certain foreign cruisers are selected to support the unfavourable comparison, such as the French cruiser *Desaix* with a fire energy of 32,891, the Japanese *Asama* with 32,900, the Italian *Francesca Ferruccio*, with 62,160 foot tons. These calculations, culled from "Hasssey's Annual," are, says a service contemporary, based on the assumption that every gun could be discharged at its nominal rate of speed, and the method seems to us to leave the man behind the gun far too much out of the reckoning.

In the new Russian cruiser which is to be laid down at Windau an attempt is evidently being made to outmatch our *Hermes* class. The *Hermes* carries eleven 6 in. quick-firers, six of which fire on the broadside. The Russian ship will carry twelve, but eight will fire on the broadside, since four of the guns will be mounted in pairs in turrets fore and aft. Her engines will be just twice as powerful as the *Hermes*, developing 20,000 horse-power against the British cruiser's 10,000, and giving a speed of 23 knots against the *Hermes* 20. The Russian vessel is a newer design, and has the advantage of being 735 tons larger than her British rival.

The *Canopus* has come through her full-power trial with success, and has steamed 181 knots, or 0.25 better than was anticipated. She has done this, too, upon a draught of 26 ft., so that there has been no steaming with less than her service load.

The Armistice has given orders for two new sloops to be laid down at Sheerness Dockyard. They are to be named *Epigale* and *Pauline*, and have been designed as an improvement on the *Condor* class of sloop. They will be armed with six 4-inch, four 3-pounders, and three machine guns, will be built of steel sheathed with wood, and fitted with triple-expansion engines and water-tube boilers.

A recent number of the *Engineer* gives some interesting particulars of the recently launched French battleship *Henri IV*. This vessel represents in many ways a departure from current French designs. She is unusually broad in the beam, has only moderate superstructures, and is without the very prominent ram carried by most French battleships. Of small displacement—only 9,000 tons—she is certain to display the defects of all small ships. In spite of very powerful engines, developing 12,000 horse-power, she is from her shallow draught and length, not likely to steam fast. Her armour protection is very inadequate, being practically limited to a narrow end-to-end belt, stout turrets for her two heavy guns, and 4 in. plating for her quick-firers. Altogether, she seems a step backwards, and there can be no doubt that a *Mayotte* would find no difficulty in setting a pair of adversaries such as she.

The battleship *London* has been launched at Portsmouth, the christening ceremony being performed by Lady George Hamilton. She is 430 ft. long, and 75 ft. wide, with a displacement of 15,000 tons. She will have engines of 15,000 horse-power, and an armament of four 12 in. breech-loading guns, twelve 6 in.

quick-firing guns, sixteen 12-pounder quick-firing guns, two 12-pounder guns for boat and field service, six 3-pounder guns in the fighting tops, eight Maxim guns, and four submerged torpedo-tubes. The total cost of the vessel and armament will be over £1,000,000.

Considerable sensation has been excited in naval circles at Portsmouth by the disappearance of two books from the Naval Depot containing a code of the latest confidential signals used in the British Navy. Every possible precaution is taken to guard against such books falling into undesirable hands, for the consequence of the code becoming known to any possible enemy of this country, especially on the eve of war, might be attended by serious consequences. It is not suggested that the books have fallen into the hands of the agents of any foreign Power, but there is a probability that they may have done so, and unless the books are found, and their disappearance satisfactorily explained, the whole of that particular code of signals will have to be altered.

Sports.

Several of the Metropolitan Rugby football clubs were engaged in practice matches on 23rd inst., but the match season will not be commenced until the end of the present week. Catford Bridge did not make a good start for their first team, which was beaten at Bristol by the local club by 31 points to nothing. The Bristol club is a very strong one this year, and includes a number of determined scorers. Swansea, who were such heavy scorers last year, have started again in the same manner, and have at the same time demonstrated the excellence of their defence. On Saturday they beat Bridgend by 38 points to nil. Gloucestershire achieved a fine win over Bath by 21 points to nil, and Leicester beat Aberavon by 20 points to nothing. Cheltenham handsomely beat Handsworth by sixteen points to nil, but Coventry and Nuneaton, on the ground of the former, played a draw. Portsmouth achieved a very creditable victory over Bridgewater.

In the League competition there were no drawn games, and in seven of the nine cases the home clubs had the advantage. There was nothing in the nature of a surprise, and Sheffield United are still at the top of the list, having won all the games they have played, a record enjoyed by no other club. The two bottom places are occupied by Derby County and Liverpool, the runners-up last season in the English Cup and in the League. The two new clubs which came up from the second division, Manchester City and Glossop North End, occupy fair positions, but though their record is pretty good, the defence does not appear to be too sound. In the Southern League there were only half-a-dozen games, and the scoring was not heavy. Swindon followed up last week's defeat of Southampton by beating Millwall, and Southampton played up to last season's form by beating Bristol City at Bristol.

Middle Europe is gradually asserting itself as a new touring ground for English footballers. Last Easter the Oxford University Association team played a series of four matches, two in Prague and two in Vienna. Originally the programme included a visit to Berlin, but for some reason or other that city had ultimately to be omitted. The winter the Berliners are not going to be deprived of the sight of an English Association team at work. They have already arranged for the visit of the Richmond Association Club next Easter. The matches are to be—April 13, v. Prussia; April 15, v. Students' team; April 16, v. Berlin Football Association. All three are to be played in Berlin.

Kara Osman, of Constantinople, beat the well-known wrestler, J. Carroll, of Hindley, by two falls to one, at the Westwood grounds, Wigan, on 23rd inst., in a wrestling match for £50.

A telegram from New York states that Prince Ranjitsinghji and the members of his team received a cordial welcome from a committee of American cricketers.

The match between Ranjitsinghji's team and twenty-two colts of Philadelphia ended in a draw, the home side scoring 205 and 95 for nine wickets, and the Englishmen 185.

First League Table up to Sep. 25th.

Club	P.	W.	D.	L.	For	Ag.	Pts.
Sheff. United	4	0	0	0	10	1	8
Aston Villa	4	0	0	1	15	4	8
Newcastle	4	3	1	0	8	3	7
Man. City	4	3	1	0	16	6	6
Sunderland	4	3	0	1	5	2	6
Wolverham.	5	2	2	1	9	6	6
W. B. Albion	4	2	1	1	5	3	5
Not. Forest	4	2	1	1	6	6	5
Stoke	4	2	1	1	9	9	5
Not. County	4	2	1	1	4	7	4
Glossop	4	2	1	1	3	14	4
Bury	4	1	1	2	6	3	3
Burnley	4	1	1	2	6	3	3
Blackburn	4	1	0	3	7	12	2
Everton	4	1	0	3	4	7	2
Preston N.E.	4	1	0	3	3	7	2
Liverpool	4	0	0	4	3	9	0
Derby County	4	0	0	4	0	8	0

TELEGRAMS.

(By the American Mail.)

What might follow a British Reverse.

NEW YORK, September 28th.
A Sun cable from Berlin says: The *Hamburger Nachrichten* while concurring in the general view that Germany will not interfere in the dispute between Great Britain and the Transvaal, says: "What Germany must do is to watch whether a possible British reserve will be a signal for an outbreak in British possessions elsewhere. That would be Germany's opportunity, which she must not let escape. France, too, will seek revenge for Fashoda and Russia will undoubtedly increase her pressure in the East."

Mediation over Transvaal.—Rumour—that Russia Rejected a Suggestion by Germany.

LONDON, September 28th.
The Odessa correspondent of the *Standard* telegraphs a rumour that Germany recently suggested to Russia the advisability of mediation between Great Britain and the Transvaal and that Russia declined to have anything to do with the matter.

Text of the Resolution Passed by the Volksraad of Orange Free State.

LONDON, September 28th.
The decision of the Volksraad of the Orange Free State to join with the Transvaal in the event of hostilities, although fully expected, is the leading news to-day and will naturally stir the Boers' independent attitude. The Volksraad's resolution was as follows: "The Raad having read paragraph 2 of the President's speech, and the official documents and correspondence submitted therewith, having regard for the strained state of affairs throughout arisen in consequence of the difference between the Imperial Government and the Government of the Transvaal, which

threatens to lead to hostilities, the calamitous consequences of which to the white inhabitants will be immeasurable, being converted with the Transvaal by the closest ties of blood and confederacy, and standing in most friendly relationship with the Imperial Government, and fearing that should war break out a hatred between the European races will be born which will arrest and retard the peaceful development of all the states and colonies of Africa and develop a distrust of the future.

"Feeling that the solemn duty rests upon it of doing everything possible to avoid the shedding of blood, considering the existing difficulties, provided it be deemed not violating the honour and principles of the Free State, and the Transvaal, and wishes the Ministry to make known its opinion that there exists no cause for war, and that war against the Transvaal as now undertaken or occasioned by the Imperial Government will morally be a war against the whole white population of Africa, and in its consequences criminal, for come what may, the Free State will honestly and faithfully fulfill its obligations toward the Transvaal by virtue of the political alliance between the two republics."

Boers Plan to make a Quick Campaign and Seize Rhodesia.

LONDON, September 27th.
The Johannesburg correspondent of the *Morning Post* says: Twenty trucks filled with armed burghers and fifty horses left Johannesburg by way of Elandsfontein. The plan of campaign drawn up at Pretoria proposes to send a command of 2,000 men to defeat the slender force in Rhodesia and to hand the territory over to the natives.

It is hoped that a force of 10,000 burghers will be sufficient to rush the Natal border, capture the forts and hold them to prevent the landing of British reinforcements. The Boers rely upon having supplies enough to last them for a year. They expect that before a year has expired Russia will interfere by creating a diversion in some part of the British dominions. All the burghers count privately on receiving support from Cape Colony.

Holland's claim to Mapia.

THE HAGUE, September 27th.
The Government of the Netherlands has communicated to the Chamber of Deputies the diplomatic history of Holland's claim to the possession of the Mapia Islands, which are also claimed by Spain as belonging to the Carolines. From this record it appears that Holland requested Spain to communicate to Emperor William the notes exchanged on the subject between Spain and Holland. The former replied that Emperor William had assured the Spanish Government that he would be guided by his feelings of friendship toward Holland.

Death of an Explorer.

LONDON, September 24th.
William Bonny, who accompanied Henry M. Stanley, the African explorer, in 1887 in the expedition for the relief of Emin Pasha, and who subsequently received the gold medal of the Royal Geographical Society at the hands of the Prince of Wales, is dead.

Dreyfus Seriously Ill.

LONDON, September 24th.
The Paris correspondent of the *Standard* says: The excitement of meeting his children has produced a serious reaction in the condition of Dreyfus, and it is feared that it may be necessary to send him to Malta or Madeira.

Voted to Acquit Dreyfus.

PARIS, September 24th.
The *Petit Bleu* asserts that Colonel Journaud, president of the Rennes court-martial, voted for the acquittal of Dreyfus.

SHIPPING REPORTS.

Captain J. Vaughan, of the steamship *Chinkiang*, from Chinkiang, reports—Strong N.E. wind, high sea, cloudy and overcast weather.

Captain Passmore, of the steamship *Thales*, from Swatow, &c., reports—Strong N.E. wind with heavy seas most of voyage. Vessels in Swatow—*Ningpo*, *Hunan* and *Dagmar*.

NOTANDA.

CALENDAR.

Meteorological means based on fifteen years' observations to 1898.
Barometer.....29.982
Thermometer.....76.2
Humidity.....76.2
Rainfall.....5.794

TO-DAY.

Saturday, 28th October, 1899.
Chinese—24th of 9th moon of 25th year of Kwang-shi.
Sun—Rises.....6hr. 4min.
Sets.....5hr. 24min.
Moon—Rises.....5hr. 4min.
Sets.....11hr. 38min.
High water—Morning.....6hr. 42min.
Afternoon.....10hr. 46min.
Low water—Morning.....10hr. 54min.
Afternoon.....4hr. 54min.

ANNIVERSARIES.

1520—Magellan's fleet discovered.
1822—Terranova executed by the Chinese.
1843—In Canton 1,200 houses and three factories burnt. Terrible earthquake in Central Japan, 7,500 persons killed.
1844—First Public Meeting held in Hongkong to protest against Registration Ordinance.
1849—Death of Rear-Admiral Sir Francis A. Collier, C.B., at Hongkong.
1856—Victory Yeh put a price of \$30 on English heads.
1878—An explosion took place on the Japanese steamer *Yokohama Maru*, by which the vessel was destroyed and all the passengers and crew but three were lost. There were eighty passengers on board.
1898—The Spanish-American Peace Commission agrees on the Cuban question.

TO-MORROW.

Sunday, 29th October, 1899.
Chinese—25th of 9th moon of 25th year of Kwang-shi.
Sun—Rises.....6hr. 5min.
Sets.....5hr. 25min.
Moon—Rises.....5hr. 5min.
Sets.....11hr. 39min.
High water—Morning.....6hr. 43min.
Afternoon.....10hr. 47min.
Low water—Morning.....10hr. 55min.
Afternoon.....4hr. 55min.

ANNIVERSARIES.
1850—Portuguese frigate *D. Maria II.* blown up at Macao.
1878—A deputation of Chinese waited on the Governor of Hongkong to present an address to the Queen.
1894—French steamer *Ménau* wrecked off Point Smith.

AGENDA.

TO-MORROW.
CHURCH SERVICES.

St. John's Cathedral:—Communion, 7 a.m., Matins, 11 a.m., Evensong, 5.45 p.m.
Roman Catholic Cathedral:—Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m. Benediction, 5 p.m.
Union Church:—Services, 11 a.m. and 6 p.m.
German Bethesda Chapel, West Point:—Morning Service, 11 a.m.
St. Francis Church, Wanchai:—Mass (Chin.), 7.16 a.m. (Port.), 7.30 a.m. Benediction, 5 p.m.
St. Joseph's Church, Garden Road:—Morning Service (English), 9 a.m.
St. Anthony's Chapel, West Point:—Mass, 8 a.m.
 Wesleyan Methodist Church:—Services, 10.30 a.m. and 5.45 p.m.
St. Peter's Seamen's Church:—11 a.m. and 6.30 p.m.

SHIPPING AND MAIL NEWS.

MAILS DUE.
Indian (*Lightning*) 31st inst.
Canadian (*Empress of India*) 9th prox.
American (*America Maru*) 11th prox.
Australian (*Chingta*) 12th prox.

The Canadian Pacific Railway Co.'s R.M.S. *Empress of China* from Hongkong, arrived at Shanghai on Saturday 8 a.m. the 18th inst., and left again at 4 p.m. same day for Nagasaki. Due to arrive there on Monday the 30th inst. at 6 a.m.

HONGKONG AND WHAMPOA DOCK RETURNS.

Isla de Cuba.....at Kowloon Dock.
Isla de Luzon....." "
Simla....." "
Liberal....." "
U.S.S. Oregon....." "
Yuenyang....." "
Guthrie....." "
Culgan....." "
Esméralda....." "
Zafiro....." "
Petrich....." "
D. Juan d'Austria.....Cosmopolitan
Mongkut....." "

Shipping.

Arrivals.

Coptic, British steamer, 2,744, J. H. Rinder, R.N.R., 27th Oct., San Francisco 29th Sept., Honolulu 6th Oct., Yokohama 19th, Kobe 20th, Nagasaki 23rd, and Woussong 25th, Mails and General.—O. & O. S. Co.
Bengal, British steamer, 2,751, S. Barcham, 28th Oct., Bombay 10th Oct., and Singapore 22nd, Mails and General.—P. & O. S. N. Co.
Chinkiang, British steamer, 1,241, J. Vaughan, 28th Oct., Chinkiang 12th Oct., Rice-Butterfield & Swire.
Taisang, British steamer, 1,491, W. F. Sawyer, 28th Oct., Canton 27th Oct., General.—Jardine, Matheson & Co.
Thales, British steamer, 820, Crowe, 28th Oct., Taiwanfoo 24th Oct., Amoy 25th, and Swatow 27th, General.—Douglas, Laiprak & Co.
Pascal, French cruiser, 4,000, M. Motel, 28th Oct., Saigon 24th October.
ENERGIA, British steamer, 2,064, Chaplin, 28th Oct., New York 3rd Sept., and Singapore 20th Oct., Kerosine.—Dadwell & Co.
Chunshin, British steamer, 1,282, J. F. Messer, 28th Oct., Koh-si-chang 20th General.—Bradley & Co.

Clearances at the Harbour Office.

Maizuru Maru, Japanese str., for Swatow.
Ella Rickmers, German str., for Bangkok.
Chinkiang, British str., for Canton.
Kwangshing, Chinese str., for Canton.
Kant Lun, British steam launch, for Macao.
Maicheu, British str., for Swatow.
Maicheu, Norwegian str., for Bangkok.
Matine, French str., for Haiphong.
Doyo Maru, Japanese str., for Kobe.

Departures.

Oct. 28, *Paromatta*, British str., for Europe.
Oct. 28, *P. C. Kiao*, British str., for Bangkok.
Oct. 28, *Salvadora*, American str., for Amoy.
Oct. 28, *Trigonia*, British str., for Shanghai.
Oct. 28, *Mike Maru*, Japanese str., for Kobe.
Oct. 28, *Luyah*, French str., for Haiphong.
Oct. 28, *Luyah*, German str., for Canton.
Oct. 28, *Longuenot*, Chinese str., for Shanghai.
Oct. 28, *Haitong*, British str., for Swatow.
Oct. 28, *Rohika*, British str., for Japan.
Oct. 28, *Chinkiang*, British str., for Canton.

Passengers—Arrived.

Per *Chinkiang*, from Chinkiang—12 Chinese.
Per *Thales*, from Coast Ports—Mrs. Pigot, child and amah, Mr. Forbes, 1 European, 70 Chinese and 1 Japanese.
Per *Coptic*, from San Francisco, &c.—Dr. Annie K. Scott, Miss Scott, Mrs. F. Bowen, Mr. John Anderson, Dr. and Mrs. W. H. Denson, Misses L. N. Dwyer, L. H. Booker, Major S. S. Long, Messrs. F. H. Glover, Peter Harr, Mr. and Mrs. Hooper, Mrs. C. C. Wadsworth, Mrs. W. T. Barton and 2 sons, Mr. D. C. Nugent and family (5), Mr. and Mrs. Geo. L. Huxlett, Mrs. W. A. Thornton, Mr. A. H. Hamilton Smythe, Mr. and Mrs. W. S. Caldwell, Capt. Wood, Mr. R. Duffett, Mr. and Mrs. J. O. Bullard, Mrs. Donato, Mrs. H. E. Stafford, Mrs. C. M. Graves, Mrs. F. L. McAdory, Mr. S. Antolli, Miss M. J. Morrow and 2 children, Miss Louise Brink, Mr. A. S. Edwards, Mrs. Long, child and amah, Mr. and Mrs. John F. Bass, child and amah, Mr. and Mrs. J. H. Barnett, Miss Barnett, Miss J. F. Stone, Mr. and Mrs. A. Mora, Messrs. G. Waghorn, H. Frustruier, Robt. W. Borthwick, A. Mair, Miss Cunliffe, Messrs. P. Morgan, John Wadsworth, Mrs. A. J. Stimson, Messrs. L. B. Porter, J. B. D'Arce, S. W. McMaster, and 385 Chinese in steerage.
Per *Bengal*, from Hongkong from Bombay—Mr. Ellis Junior, from London—Mrs. A. F. Greig, Messrs. C. H. P. Hay and F. S. Raynor, from Gibraltar—Mr. E. F. Christensen, from Marseilles—Mr. E. F. Stanton, and Major Rogers, from Singapore—Mr.

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAGOSHIMA MARU R. Nunome	BOMBAY, VIA SINGAPORE and COLOMBO	TUESDAY, 31st October, at Noon.
KAWACHI MARU J. T. Thompson	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE PENANG, COLOMBO & PORT SAID	FRIDAY, 3rd Nov., at Noon.
*IDZUMI MARU M. J. Curdow	VICTORIA, B.C. and SEATTLE, U.S.A., VIA KOBE & YOKOHAMA	THURSDAY, 16th Nov., at 4 P.M.
BINGO MARU G. E. T. Cook	MARSEILLES, LONDON & ANT- WERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.	FRIDAY, 17th Nov., at Noon.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY, and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 26th October, 1899.

"CLAYMORE."

FINE OLD SCOTCH WHISKY.

SOLE AGENTS—
THE VICTORIA DISPENSARY,
HONGKONG.

1247a

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[1239a]

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A. HAHN,
No. 10, Ice House Street,
Hongkong, 21st October, 1899. [1236a]

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Opposite the City Hall.

Hongkong, 24th October, 1899. [1238a]

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Hongkong, 14th May, 1896. [1239]

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CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A DIVIDEND of \$18 per Share for the year 1898, equivalent to 36% on the Paid-up Capital of \$50 per Share, has been Declared.

WARRANTS will be issued on the 15th October.
By Order of the Board,
DOUGLAS JONES,
Secretary.

Insurance.

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COMPANY OF HAMBURG.

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Hongkong, 28th May, 1895. [1238]

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Civil Engineer & Architect.
Hongkong, 7th October, 1899. [1281a]

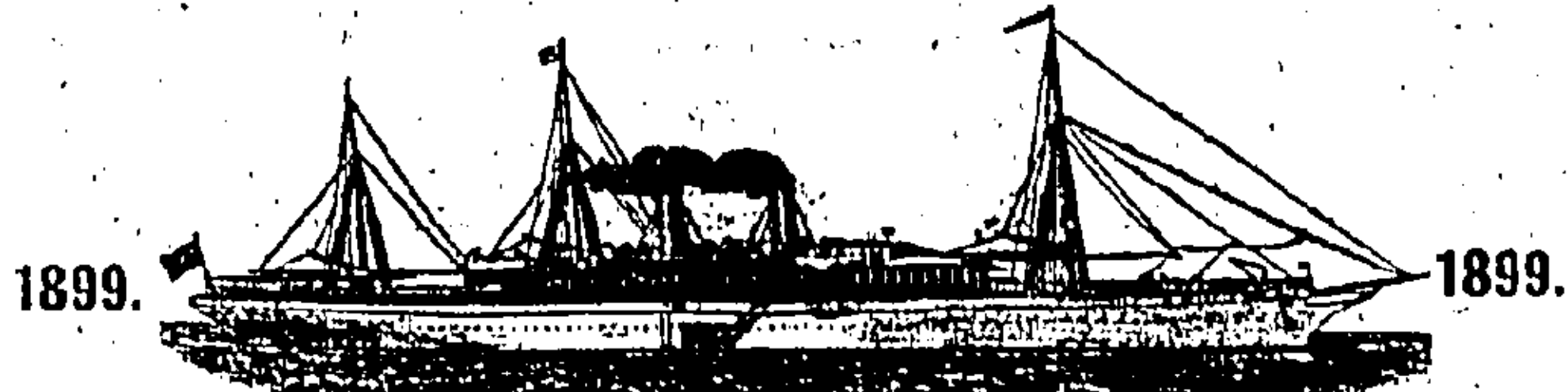
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Comrade Office,
E. C. HOCHAPPEL.
Hongkong, 23rd March, 1899. [1398a]

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Hongkong, 26th October, 1899. [12]

Mails.

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EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 22nd Nov., 1899.
EMPRESS OF JAPAN...Comdr. G. D. Bowles, R.N.R...WEDNESDAY, 20th Dec., 1899.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 17th Jan., 1900.

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Pedder's Street. [3]
Hongkong, 25th October, 1899.

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TO SAN FRANCISCO, VIA INLAND SEA
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PROPOSED SAILINGS FROM HONGKONG.
AMERICA MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama & Hono-
lulu) Tuesday, 14th Nov.,
at Noon.

HONGKONG MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama & Hono-
lulu) Saturday, 9th Dec.,
at Noon.

NIPPON MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama & Hono-
lulu) Wednesday, 3rd Jan.,
1900, at Noon.

THE Steamship
"AMERICA MARU"
will be despatched for SAN FRANCISCO, VIA
SHANGHAI, NAGASAKI, KOBE, INLAND
SEA, YOKOHAMA and HONOLULU, on
TUESDAY, the 14th November, at Noon,
taking Freight and Passengers for Japan, the
United States, and Europe.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU, and Passengers are allowed to break
their journey at any point en route.

Through Passage Tickets granted to England,
France, and Germany by all trans-Atlantic
lines of steamers, and to the principal cities of
the United States or Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
routes from San Francisco including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and NORTHERN PACIFIC RAILWAYS; also the
CANADIAN PACIFIC RAILWAY on payment of
£4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND
CITIES in the United States have between
San Francisco and Chicago, the option of the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and other direct connecting Railways and from
Chicago to destination the choice of direct
lines.

Particulars of the various routes can be had
on application.
Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
officials in the service of China and Japan, and
to Government officials and their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 4
P.M. the day previous to sailing. Parcel
Packages will be received at Office until 5 P.M.
same day; all Parcel Packages should be
marked to address in full; value of same is
required.

Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco in the
United States should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to Passage and
Freight, apply to the Agency of the Company,
Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 19th October, 1899. [1310]

NOTICE.

THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.

JEYES FLUID
THE BEST
DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY
ITS USE.
W. G. HUMPHREYS & Co.,
Bank Buildings.
Hongkong, 9th March, 1897. [11]

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ,
PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN and HAMBURG,
PORTS IN THE LEVANT,
BLACK SEA and BALTIC PORTS:
ALSO
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON, AND SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL AT
SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE.
A.R.—CARGO CAN BE TAKEN ON THROUGH
BILLS OF LADING FOR THE PRIN-
CIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

Ship	Day	Time
Tycoon	Wednesday	8th Nov.
König Albert	Wednesday	13th Dec.
Prinz Heinrich	Wednesday	27th Dec.
Prinzess	Wednesday	10th Jan.
Kaiserin	Wednesday	24th Jan.
Sachsen	Wednesday	7th Feb.
Oldenburg	Wednesday	21st Feb.
Bayern	Wednesday	7th March.
Stuttgart	Wednesday	21st March.
König Albert	Wednesday	4th April.
Wittmar	Wednesday	18th April.
Prinz Heinrich	Wednesday	2nd May.
Prinzess	Wednesday	16th May.
Hamburg	Wednesday	30th May.

ON WEDNESDAY, the 8th day of Nov.,
1899, at 9 A.M., the Company's Steamship
"BAIERN" Captain E. Prehn, with
MAILS, PASSENGERS, SPECIE, and
CARGO, will leave the Port as above, calling
at NAPLES and GENOA.

Shipping Orders will be granted till NOON
on MONDAY, the 6th November. Cargo and Specie
will be received on board until 5 P.M. on
TUESDAY, the 7th November, and Parcels will
be received at the Agency's Office until NOON
on TUESDAY, the 7th November. Contents of
Packages are required. No Parcel Receipts
will be signed for less than \$2.50 and Parcels
should not exceed Two Cubic Feet in
Measurement.

The Steamer has splendid Accommodation
and carries a Doctor and a Stewardess.

Linen can be washed on board.
For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, 13th October, 1899. [1293a]

"FOR THE BLOOD IS THE LIFE."

Clarke's Blood Mixture

THE WORLD-FAMED BLOOD PURIFIER
AND RESTORE
IS WARRANTED TO CURE THE BLOOD
from all impurities from whatever cause arising.
For Scrofula, Scurvy, Eczema, Skin and Blood
Diseases, Blackheads, Pimples, and Sores of all kinds,
It is a never-failing and permanent Cure. It
Cures Old Sores,
Cures Sores on the Neck,
Cures Scaly Legs,
Cures Blackheads or Pimples on the Face,
Cures Scoury,
Cures Ulcers,
Cures Blood and Skin Diseases,
Cures Glandular Swellings,
Cures Rheumatism and all Impure Matter,
From whatever cause arising.
It is a real specific for Gout and Rheumatic pains.
As this Mixture is pleasant to the taste, and war-
ranted free from any injury to the most deli-
cate constitution of either sex, the Proprietors
solicit sufferers to give it a trial to test its value.

THOUSANDS OF TESTIMONIALS OF WON-
DERFUL CURES FROM ALL PARTS OF THE
WORLD.

Clarke's Blood Mixture is sold in Bottles of 4d.
each, and containing six times the quantity,
—sufficient to effect a permanent cure in the great
majority of long-standing cases—(HY. A.J.), CHIR-
URGES and PATENT MEDICINE VENDORS
throughout the world. Proprietors: "The London
and Manchester Dispensary Co., Ltd., 1, Abchurch
Lane, London, E.C. 4, and 1, Broad Street, Bristol."
Beware of cheap imitations. The name "Clarke's"
is prominent on the wrapper, and the words "Blood
Mixture" are in the bottle, WITHOUT WHICH NONE ARE
GENUINE.

CLARKE'S BLOOD MIXTURE.

CAUTION.—Purchasers of Clarke's Blood Mixture should
see that they get the genuine article. Worthless imitations
and substitutes are sometimes palmed off by unprincipled
vendors. The words "Lincoln and Midland Counties Drug
Company, Lincoln, England" are engraved on the Govern-
ment Stamp, and Clarke's World-famous Blood Mixture
shown in the bottle, WITHOUT WHICH NONE ARE
GENUINE.

Mails.

NORDDEUTSCHER
LLOYD.

(Freight Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO,
LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK
SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

HAMBURG-AMERIKA
LINIE.

(East Asiatic Service.)

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SUEVIA	MARSEILLES, HAVRE & HAMBURG.	12th November.
Förck	(LONDON with transhipment in HAMBURG)	12th November.
*SIBIRIA	HAVRE and HAMBURG.	About 16th November.
Heim	(LONDON with transhipment in HAMBURG)	About 16th November.
DAMBERG	HAVRE and HAMBURG.	About 26th November.
Mayer	(LONDON with transhipment in HAMBURG)	About 26th November.
*KONIGSBERG	HAVRE and HAMBURG.	About 10th December.
Christiansen	(LONDON with transhipment in HAMBURG)	About 10th December.
AMBRIA	HAVRE and HAMBURG.	About 20th December.
Burmester	(LONDON with transhipment in HAMBURG)	About 20th December.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co.,
Agents.

[981]

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH
THE ATCHESON TOPEKA & SANTA
FE RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO
VIA INLAND SEA OF JAPAN AND
HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS,
HONOLULU and SAN FRANCISCO, The
UNITED STATES, MEXICO, CENTRAL and
SOUTH AMERICA, &c.

Carmarthenshire	2,929	about	Nov. 15
Strathgyle	5,023	about	Dec. 15
Carlisle City	3,002	about	Dec. 31

THE Steamship

"CARMARTHENSIRE."

will be despatched for SAN DIEGO VIA
NAGASAKI, KOBE, YOKOHAMA and
HONOLULU, on or about WEDNESDAY,
the 15th November.

Through Bills of Lading issued to any point
in the United States.
Cargo will be received on board until 5 P.M.
the day previous to sailing. Parcel packages
will be received at the OFFICE until the same
time. All parcels should be marked to address
in full. Value of same is required.

Consular Invoices, to accompany cargo des-
tined to Points beyond San Diego, should be
sent to the Company's Office, addressed to the
Collector of Customs, San Diego.

For further information as to Freight or
Passage, apply to

BUTTERFIELD & SWIRE,
Agents,
Hongkong, China and Japan.

Hongkong, 27th October, 1899. [1310]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

*Alcoa (via Moji, Kobe, Yokohama & Hono- lulu)	Tuesday, 21st Nov., at Noon.
China (via Shanghai, Nagasaki, Kobe, In- land Sea, Yokohama and Honolulul)	Saturday, 16th Dec., at Noon.

(* Taking Cargo only.)

THE Chartered Steamship

"ALGOA."

will be despatched for SAN FRANCISCO,
via MOJI, KOBE, YOKOHAMA & HONO-
LULU, on TUESDAY, the 21st November, at
Noon.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulul,
and passengers are allowed to break their
journey at any point en route.

Through Passage Tickets granted to England,
France and Germany by all trans-Atlantic
lines of Steamers, and to the principal cities of
the United States of Canada. Rates may be ob-
tained on application.

Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
Routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and NORTHERN PACIFIC RAILWAYS; also the
CANADIAN PACIFIC RAILWAY on payment of
£4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVER-
LAND CITIES in the United States have be-
tween SAN FRANCISCO and CHICAGO,
the option of the SOUTHERN PACIFIC,
CENTRAL PACIFIC, UNION PACIFIC,
DENVER and RIO GRANDE, and other
direct connecting Railways, and from Chicago
to destination the choice of direct lines.

Particulars of the various routes can be had
on application.
Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Service, to European
Officials in the service of China and Japan, and
to Government officials and their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports;
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railways, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 4 P.M.
the day previous to sailing. Parcel Packages
will be received at the Office until 5 P.M. same
day; all Parcel Packages should be marked to
address in full; value of same is required.

Consular Invoices to accompany Cargo des-
tined to Points beyond San Francisco, in the
United States, should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to Passage and
Freight, apply to the Agency of the Company,
Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 25th October, 1899.

OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA
AND EUROPE;

VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai, Nagasaki, Kobe, In- land Sea, Yokohama and Honolulul)	Saturday, 4th Nov., at Noon.
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Gaelic (via Shanghai, Nagasaki, Kobe, In- land Sea, Yokohama and Honolulul)	Thursday, 30th Nov., at Noon.
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Doric (via Shanghai, Nagasaki, Kobe, In- land Sea, Yokohama and Honolulul)	Saturday, 23rd Dec., at Noon.
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THE Company's Steamship

"COPTIC."

will be despatched for SAN FRANCISCO, via
SHANGHAI, NAGASAKI, KOBE, IN-
LAND SEA, YOKOHAMA & HONOLULU,
on SATURDAY, the 4th November, at Noon.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulul,
and passengers are allowed to break their

(CANTON RIVER.)

It is difficult to imagine a more enjoyable experience than that which lies before the traveller, when, on a fine morning in the fall or winter season, he starts out for his first visit to Canton. So many items combine to make it one of the pleasantest and most interesting trips in the Far Eastern programme, and for varied and charming scenery it may well challenge comparison with many places whose beauty is more modestly appraised. The far-famed Inland Sea of Japan indeed excels in quality, but hardly surpasses it in the bold and rugged slopes and headlands, boulder-bstrewn and scarred with gashes cut by the frequent tremendous tropical downpours of rain ceaselessly carrying on the work of denudation, that present themselves in succession while passing among the islands everywhere fringing the coast of China. Many an enthusiast will be tempted to compare it (saving the trist of the heathen) to the Swiss lakes and lands, a striking concession which must be allowed to carry with it a most marked compliment. Later on, after the River As entered through the Bogue, the attention is enchaind by the varied characteristics of the country through which one passes, from the abrupt entrance through the hills to the flat alluvial rice lands, and again to the higher broken ridges fringed at the foot by spreading plantations of citrus-trees and other fruit. In fact, for some miles below Canton any one described as one vast fertile garden. The low irrigated fields are of course given to rice and vegetable crops, but the dividing banks are all utilized for fruit, and thickly growing on them may be seen lyches, whompes, loongnans, pumelos, mangoes, guavas, etc., while oranges are planted round in groves, the river banks in many places being fringed with bananas, boatloads of which delicious fruit, making their way to the great markets of consumption, Canton, are frequently passed on the river. The foliage withered here and there a tall spreading clump of banyans and graceful groups of bamboos go to the making up of a most charming landscape. The Jesuit Père Du Halde, who wrote at the beginning of the last (18th) century, says in his description, "The prospect of this city, and of the adjacent country is the finest that can be imagined. Going up the River, which has a tidal flow to this city, the country on both sides literally presents an brilliant perfection. Endless green fields as far as the eye can see, intermixed with pleasant groves and little round hills one above another appear to describe an amphitheatre. Brooks covered with green moss, villages in little woods, and islands cut out with canals, the whole making a most charming landscape."

To the general traveller abroad seeking amusement and information, the frequently recurring glimpses of the domestic life and manners of this curious people with their various arts for making and procuring the products of Nature are a constant source of interest. A new world is here, entirely different from anything of common life in the West. Nothing to be met with in the country impresses the stranger more than the vast numbers of people who live their lives on the river, constituting an almost distinct race from the shore dwellers whose custom it is to look down on them with a lofty contempt and to scornfully nickname them Shuey Kee or water folk. Such as they are, here is the place to see the most interesting and valuable specimens of human nature, and every-where the all prevailing sampan woman; they are much in evidence on all sides.

Almost every point passed on the route is emphasized by its association with some historical event in the opening up of foreign intercourse with China, giving it a distinct interest, especially to travellers of British nationality. For, be it remembered that alone on British ships and British men fell the burden and toil of the long journey, discharging the arduous and thankless task of breaking down the triple ramparts of an ignorant and obstructive conservatism, and against all opposition forcing an entrance for the people of all nations to the trade resources of this vast Empire. Thanks or gratitude were, of course not expected and misrepresentation is the usual accompaniment of success, but whatever Britain's sins and wrong doing, *let it not be forgotten that, every advantage gained has been gained by the British*—there is no one here from the first been *freely shared* with all comers irrespective of race or sentiment. The alien in Hongkong or other British colonies has, to-day, precisely the same rights and privileges as the man of British birth.

But let us go back and commence our voyage, supposing ourselves on board the steamer leaving the wharf at 8 a.m., pressing and passing through the inshore line of junks, swinging into the clear navigable channel, bound for Canton. Under a glorious sunshine with a moderate and pleasant-breeze we push through the smooth waters of the harbour, and lounging in a comfortable rattan chair or on the spacious upper deck, or the forecastle below, are willing to admit that this is the perfect place for sea voyagers to themselves take in all objects of interest. Almost directly above the steamer wharf on a low prominence of the hill now called Possession Point, and used as a Chinese recreation ground, the British flag was hoisted on the 26th of January, 1821, and the Island formally taken possession of in the name of the Queen of England. The whole Western end of the Island, now magnificently spread out to our view, presents a very busy scene. The lower or Praya level is chiefly laid out in Chinese houses all built in the stereotyped pattern for the monotonous streets, and the houses come down some the godowns, fridgerhouses, with the Sailor's Home and the small church of St. Peter's; roofs mount upwards gradually merging into the handsome foreign dwellings, placed picturesquely and irregularly, conforming to the varying contour of the hillside, which sloping precipitously ever upwards, with its green covering of undergrowth broken through in parts by the bare neutral tinted rock, carries the eye aloft till it rests on the appropriate and graceful crowning of the eminence by a little ornamental pavilion, which the Hon. Mr. R. Bellios, ex-acting, erected in his private grounds, and in the neighbourhood of the Peak signal station. The steamer is now heading up to the N.W. and to the left, looking down Sulphur Channel between Hongkong and Green Island—the route of vessels bound to the South,—the Lema and Ladriere Islands are seen in the distance, and to the right the small Island of Wan Chu Chu, better known as 'Stonecutter's Island, armed with heavy guns, forming, with the Belcher Point forts which we have passed to the left, the defences of the Western entrance to the Harbour. On the mainland to the right the Peak of Tai Mo Shan attains its magnificent height, and the sharp point of the summit is so rugged that it strikes in impression. The sharp and rugged peak of Lantau, to the left, although some 600 ft. less in height, forms a more striking mark for the eye to rest on. Meantime while the steamer has been closing up with the land, and what seemed at a distance an impassable barrier gradually opens out into the narrow passage of Cap Shui Mun (swift water gate), between the large island of

Lantau and the small one of Mahwan. Here on the shore may be seen the large oblong dip nets which are lowered into the water and pulled up again by a curious foot-windlass. Passing through and turning, about due East, we leave on our right Pirate's Bay, a long inlet taking its significant name no doubt from some episodes in its past history. Our course now runs by a succession of rocky headlands, leaving on our left two small islets, The Brothers, nearly opposite to the remarkable pointed mountain on the right known as Castle Peak with its beautiful bay, inland from which the Hongkong rifle shooter finds his best target. We have so far been passing along the coast of the mainland, but are now entering back territory acquired as an extension for Hongkong this year, and a little further on we reach Deep Bay. A Deep Bay is a sheet of water running into the land and approaching a corresponding inlet from the East, known as Mrs Bay, having between them a comparatively narrow isthmus which has been taken as a convenient situation for the new boundary. The Bay itself is certainly, in one sense, misnamed, as it is exceedingly shallow, hardly fathoms three, and at certain times the tide the fishermen sticking bamboos in the bottom construct platforms for their large dip nets. In the head waters of the Bay and all along the shore further up where the conditions are suitable, oyster culture is practised on a extensive scale. An ancient industry, the Chinese exhibit much skill and method in carrying it on, but they make little use of the fresh oyster as we do, preferring to dry them for consumption in the country. In Canton they may be seen for sale in the provision shops, and are very inviting in appearance. Immediately beyond the fishermen peninsula of Shok Wan, on which stands the temple of Tin Hau, the Queen of Heaven. This goddess is said to be very beneficent to those who make their business on the waters, and is in great repute with the fishermen and boatmen of all classes. On her birthday, the 23rd day of the 3rd month, the little bay in front of the temple is completely filled with craft of all descriptions, gay with hunting, while a stream of steam launches convey passengers up from Hongkong. A temporary matchless village is built on the beach and the visitors have a high old time gambling, feeding and otherwise diverting themselves. One of the chief gains of the function is the portion of the priests' share.

Away on our left is the island of Lin-tin (the lovely one), deserted now. Its name at one time had a much wider significance, as before Hongkong was known and occupied as a port, vessels from Europe and the United States used it as the objective point in China and cleared for Lin-tin.

The roadstead to the N.W. of the island was used as the outer anchorage to the port of Canton, and ships arriving went through the formal force termed measuring the ship by the officers of a Chinese official, the *Hoppo*, a euphemistic term really meaning the adjustment of the amount of *sequeze* which the official could exact as a surcharge of the vessel. Here also were the natives who were in charge of the island for the reception of all sorts of goods, opium included, well armed and not submitting to Chinese inspection. The Imperial Maritime Customs have since established a station on this island. A little above Lin-tin, standing well out of the water, are two small but noticeable rocks called Fan Shek by the Chinese and sometimes by Europeans the "Two hour rocks" because of about that distance in time from Hongkong. A narrow causeway leads to the right, the *hai* falls away in a crescent-shaped inlet, at the base of which is situated the important market town of Nan-tau. This place attracted no little attention in the year 1858 by firing on the British gunboat *Stirling* when she was employed, under a white flag, distributing a government proclamation; and in the month of August of that year, a punitive expedition was sent to the island, capturing it, and, unfortunately, not without loss—2 officers and 3 men being killed and a naval lieutenant, and 12 men wounded.

Leaving the islands now we head up for the mouth of the river, which is discernible between two headlands, passing a row of large fishing stakes standing up out of the water, to which at certain periods the tide and the fishermen attach their nets, salting and drying their catch for the inland markets, here may be frequently seen the white porpoise leisurely showing himself at intervals and occasionally, when near the steamer, accompanying her for a short time, swimming close in advance of the stern and now and then raising his whole bulk out of the water, apparently without any effort.

This peaceful estuary is now the highway for all the seaborne traffic of Canton, and wherever the eye glances it falls on some of the various craft engaged in it. And various they are, from the great steamer, pushing her

suburgent way through the water, in the Chinese gunboat going and coming one knows not whether or whence; the tiny steam launch stealing and, persistently puffing away to her destination, the huge unwieldy salt junk either deep laden with scuppers awash slowly lumbering along, or its cargo discharged, returning for a fresh load, its wide fanlike sails, sun coloured and fashioned out of matting stretched out like the wings of a huge butterfly, the white foam churned under the bluff bows, the water being out, now rising high above the water, the white sails trading quick with the heterogeneous cargo dived all about and around her, the solid freight below and the light articles such as baskets, bamboo-work, empty kerosine tins, etc., piled up all over her and tied along her sides; and many and various other craft down to the smallest punt, but all pictures blending to the effect of a distinct world unattainable anywhere else, and one in which we have little part or lot. Tranquil and quiet as it is around us all, these various craft, pursuing their daily occupations, what dramas, what tragedies has this great sheet of water witnessed! In the year 1833, B. and, some twenty or thirty years before when the Kwang-chow "Prince of the Books" sent his armies to conquer the southern provinces. Maritime people were always contentious. Even now there is generally some feud existing between the villages, and no doubt in these far off times "battle, murder and sudden death" were rife all over the region. Later it was a tempting quarry for the Japanese raiders, and in the 19th century the renowned pirate Cheng Ching Kow or Koxinga held undisputed control over the whole southern coast of China and the Kowloon. He was a man of great build, tall, with a bushy beard, and he would, strutting forth on his expeditions from his stronghold in Formosa. Then again, in the character of opium smuggling, when men of bad character, or rather no character at all, from various lands swarmed in the ill-savoury traffic like vultures to a carrion feast, the story of many a dark deed of that lawless period will never be told. Piracy has always been rampant in the country, and the Chinese pirate was, in the middle of the 19th century the most telling card in the stories of adventure for boys. He was generally discontented, he was a man of no mind of his own, he was a ditch, or he took got the water with a bucket of seawater, but he and his shipmates were always effective. In the islands and peninsulas and on the coast was his habitat. He was business-like as a pirate, not of the "bushy black-beard and blue skin" stamp, nor yet had he the pathetic features of the Penzance type; but he was, and he is (for although defunct or dormant in the outer water he at times shows himself very much in evidence in the creeks that traverse

the great delta of the river; as well as on the Sinking or West River itself, a bold, bad man, a man who sticks to his victim or shoots him down with just as much *sans-froid* as his brethren the Captain Filigis and John Silvers of the Spanish Main cut their captives' throats or made them walk the plank in olden times. As with everything else the practical profession in China is peculiar. It is a fact, or reported as such, that one of the steam launches running from Canton through the creeks carried a pirate on her pay roll to secure, of course, immunity from the attacks of his professional brethren. Gilbert and Sullivan missed a chance in not coming to China, where invention of absurdities is scarcely needed, as topsyturvydom both in plot and orchestral accompaniment is at hand ready made.

AB hour and a half's run from Lin-tin brings us up to the entrance of the river, known as the Bogue, the probable derivation of which name is the abbreviation of "Bocca Tigre", the Portuguese translation of the Chinese appellation "Eu-niun" or "Tiger mouth." The entrance at present bears no resemblance to the Bogue of former days. The low Chinese fortifications with their lines of old cast-iron guns close to the water's level have given place to the modern defence works of large size, covered over ostensibly with black shelter partitions and elevated on the summits of the hills commanding an all-round fire. Whether they would prove any more effective than their obsolete artillery against modern attack has yet to be tested, so much depends on "the man behind the gun." The Bogue is naturally a strong position and by the ignorant mandarins, puffed up with conceit and arrogance, was thought to be unassailable. Of course in the days of resistance and obstruction to foreign trade, the defence of Canton, historical interests thickly around the place, and from the day, in 1655, Cromwell being then ruler in England, when the bold Captain Weddell in the British ship *London* sailed through the narrows cannonading the forts as he passed and was afterwards, in thoroughly Chinese fashion, received in friendly attendance by the Viceroy, down to the end of the last (1861) war, every fresh change in relations seemed to be inevitably accompanied by the capture of one or more of the Bogue forts, a U. S. Squadron having been driven off by the Chinese. The first successful attacks could be tedious to our readers, but a couple of episodes taken from Dr. Eitel's most interesting *History of Hongkong* will bear relating. Every one has heard of the "Opium War": The event which fixed that name on the war was the seizure of 20,000 chests of foreign-owned opium by the Imperial Commissioner Lin and the detention of Captain Elliot, the British Superintendent of Trade, together with several merchants as prisoners. Commissioner Lin forced the delivery of the opium, which was effected by the ships accounting up two by two and discharging their cargoes, and the British, on the other side, the Bogue, whence in June, 1839, it was taken to a place on the shore and destroyed. Dr. Eitel says, by mixing it with "quicklime, which took some weeks," one may safely surmise that opium was cheap and plentiful in the neighbourhood at that time. Opium is, and by many unintentionally, fixed on England by giving the war that shortly followed the name of the "Opium war." But, as a matter of fact, it is really an application of the argument a Chianai-man can understand, the object being the enlightenment of the mandarins to the idea that the foreigner was not altogether the object they conceived they were attacking and also showing them the efficacy that the days of browbeating and insolent assumption of superiority were past. The seizure of the opium was only the proverbial "last straw," in effect the culmination of a series of outrages, insults, and injuries that had been rapidly going from bad to worse and which the security and dignity of the traders of all nations imperatively demanded to be imperiously stopped.

The headland to the right as we enter is called "Allen-pi," and off that place occurred the first naval encounter between China and Britain. A flotilla of war junks and fireships having assembled inside the point under the shelter of the forts, two British ships, the *Hyacinth* and *Volage*, arrived on the 2nd November, 1839, to reconnoitre, and found the fleet being insignificant, and the coasters and junks, as they were called, the confusion and disorder of the Chinese vessels. The *Volage* was under the command of Admiral Kwan (a direct descendant of the God of War Kwan-ti), and consisted of twenty-five powerful war junks. Communications were exchanged between the opposing parties, the Chinese attempting the usual dictatory measures, but soon realising that such a course seemed of no use Admiral Kwan weighed anchor and stood out to chastise the presumptuous intruders. The *Hyacinth* and *Volage* on their part peacefully-advanced to meet him, perceiving which the gallant Admiral anchored in line across the Channel, apparently to block the way, taking no notice whatever of a polite message sent to him to return to his former anchorage. Needless to say "Confusion on his business waited," the Chinese gunners were ordered to fire at their guns but were hopelessly overmatched, the frigates sailing up and down their line and hammering them with shot and shell. The Admiral fought bravely, but in three quarters of an hour the fight was over; one junk blew up, three sunk, and several were badly used up. One can imagine the contrast between the gallant show of the advance with all the "pomp and circumstance" of Chinese war, the vessels all bedizenied with gay flags and streamers, the Admiral standing like King Christian by the lofty mast of his flag-ship, and the atmosphere hideous with the clashing of gongs and braying of war-pumpets to scare away the audacious barbarians; and the return of the shattered remnant, miserable, battered and bedraggled, creeping back lamely to the shelter of the forts with a sort of puzzled discontent, the inevitable result of the conviction that things were not as they should be, that they had languished on the gongs loudly and persistently enough to deserve success, and that the barbarian ought to have been satisfied to take his punishment and go away quietly.

...and burn and go away quietly.
The night was the scene of one of the most
hastily-tragedied of modern times.
On the 5th of November, 1857 after the celebration of
the Queen's Jubilee in Hongkong a small
steamer named the *Wah Yeung*, bringing up
returning passengers to Canton, caught fire,
and he had been employed in freighting kerosine
oil and being more or less saturated with the leakage
of the oil was in a terribly inflammable condition.
Barely time to beach her just above the rock
which shows off the forts, and so com-
menced to burn, so that scarcely a
moment was available, and out of nearly 700 people on
board only about 200 escaped; the rest were
crushed, or burned, or drowned.

The opposite headland to Chien-pi, also fortified, possessed Tai-kok-to, and now we pass up the river we see more forts on either bank. In the left the Wan-tong or Thevada and the Way Islands, two small islands prettily wooded and crowded with guns, and further, on to the right, the high headland of A' Nyoh, or the Woman's Sho, is heavily fortified. In passing we see the contour of the old forts with the guns on the water level and back wall climbing up the hill, admirable for resisting a front attack but possessing also the advantage of allowing the enemy to walk in at the rear. According to the Chinese etiquette of war such proceeding did not seem to have been considered fair, and the Commandant of the Pelho

ports in explaining in his report how they were taken was very severe on the barbarians, whom he denounced as "sneaking in ratlike from behind."

Tiger Island, which we pass next, is a very remarkable rock of red-looking black or sunburnt sandstone conglomerate with precipitous sides rounding off into dome-like tops. An easily recognized outline of the head and body of a sphinx may be observed when abreast of the island. A conspicuous mark on the further high bluff-forming face of the island leaves the hills, and for the next 15 miles the banks are low, and ricefields spread to north and south with little variety of feature. The country to the north, from the hills we have just passed on, might be those we see in the distance constituted by the mountain range. A considerable stream which, coming down from north-easterly direction, separates near Shuckling, a manufacturing town some 15 miles from Canton, into several mouths, spreading apart and occupying the whole of the delta. Nearly all of these waterways have been the scene of the skirmishes with war junks during both the wars. The sailing junks, however, the river, whose eyes are directed to what is probably the most populous and productive region in China. Some thirty miles away is the West River, and the country stretching over the space intervening is a vast alluvial flat, intersected in all directions by small creeks. With a constant irrigation and intercommunication, the soil is fertile, and the people take most care and attention to its special productive capacities. In one district the palm, which furnishes the fan for a large part of the earth, is the distinctive export, and the whole population is engaged in its manufacture, the women doing the binding for less than sweater's wages. The cherry is also largely grown, and the Canton silk is raised in the district immediately around. There are many considerable towns along the bends of the West River, some of them said to contain over 100,000 inhabitants.

Still passing on the river, we saw a small boat (a flower *pagoda*) called by the foreigners the 2nd Bar *Pagoda*. Its function is understood to be the retention of the *fung-shuey*, or good influences of the adjoining country, which otherwise would be carried away by the river. This *fung-shuey* is possibly a new introduction to the stranger from over the seas, and a word of attempted explanation may not be out of place. Presuming that it is one of those things "no feller can make out" "fung" means wind, and "shuey" means water, so conjoined they represent to a Chinaman what may be called "local influences" some thing or things intangible, disembodied and only perceptible in their supposed action on the fortunes of the people, and of a sort of genius *loci*. Learning that the *sinologues* who have been to the *pagodas* write wisely about them, but, from the unlearned, they seemed but a system of fraud worked out by the cunning geomancers who have constructed a pseudo science of *fung-shuey*, of which they hold the key and by the interpretation of which they impose on their gullible countrymen to their own great advantage and benefit. At this 2nd Bar *Pagoda* Kishew, an Imperial Commissioner, on the 27th of January, 1841, entertained, after signing a Treaty of peace at Huen-pi, the Chief Superintendent, Capt. Elliot and a company of British officers to the luncheon, and assumed a cordial and friendly demeanour, knowing, at the time, that the friends had been given and preparations were made for the extermination of the hateful brood of barbarians. The hateful brood was exterminated, though.

not exterminated, though:

As we turn up the river, extending rice fields, the water is low, we will pursue our voyage by the Front-Reach and shortly turn off to the right. About this point on our turn also may be seen at some distance the gleam of a green glazed roof in a clump of conspicuous trees. It is the temple of Pao-lao, and the idol within is that of Hung Shing, the God of the River, and of the Southern Ocean. He is much worshipped, and the people of the Vicerey sometimes has to come down and implore him, to send it. Also in times of severe sickness this idol has to be carried thorough the streets of Canton, and such procession is supposed to be a remedy of great efficaciousness. A couple of miles further up we pass through a barrier formed by Junks loaded with stones and sunk side by side in the river, and the boats are driven to be taken up and kept in place, the opening being left for vessels to pass through. This form of defence has been a favorite one with the Chinese, the Vicerey has construed it saying that he was not sure of his men but he knew the stones would stay there. It apparently never enters the minds of these enlightened rulers that they are ruining the river; if it does, it would probably make no difference as there are there simply for the time being. The boats are driven up to the barrier, and after him comes the deluge, he careth not, there are forts in the neighbourhood of the barrier and likewise close below Whampoa. Little further on up the creek to the right is the village of Shek Kong, which is dedicated more entirely to gambling in the form of cricket or cock-fighting. The large brown earth crickets are brought from the north against the green ones, and a sort of bowl, and being struck by striking their antennae with a little switch they attack each other fiercely and are backed by the bystanders. The one that gives in of course loses. Crowds of Chinese swarm to the place to see the large sums are won and lost in this sport. There is a ridiculous tale to every Chinese undertaking and this is no exception. Where the Chinese distinguished himself in the honour, he is the hero of the great illustrious man. His owner takes him to the place in which he was caught and buries him in a silver coffin in order to create emulation among the crickets of the locality and to show them that glory they may attain.

We now arrive at Whampoa, and here the Amer-
icans stop for a few minutes to discharge Chi-
nese passengers into the Co.'s boats. Whampoa
is once to foreigners the most important port
in China. All the Foreign Commerce of Can-
ton is centered there and thither came the
trading ships of all nations, the British interests
being monopolized by the East India Company
and the other part of the first century until
the 22nd of April 1835, when the British
sailed and made free. The first ship sailing
under the new order was the *Sarah*. Trade
on expanded greatly, the late Wells' com-
pelling that he has seen at one time in
Whampoa 125 ships forming a line nearly
two miles long. Tea of course was the great
article and by its attraction came the offspring
of the tea trade, the American clipper
ship, to strive for the blue ribbon of
the sea and the more substantial bonus ac-
companying it. All the straits were then domi-
nated by the most "high class" and colorful
fleet of the world. *White Swallow*, *Gray*, *Flying*
Falcon, *White Spauld*, *Gray Falcon*,
White Spauld, *White Spauld*, etc., rejoic-
ing in their beauty and strength and each cap-
tain in sincerely confident of the ability of his
ship to beat the others. There they lay
plumished and shining like glossy like a well-
combed string of race horses, the sun glancing
on their newly-painted sides and polished
upper, while overhead towered the freshly-
powdered and varnished fabric of mast and yard,
and the perfectly ornamented rigging, the
sails were hoisted, and the ships faded away
into a mist of white, and the sea was a
blue, almost snow-white, in the upper blue,
and the tall, thin, and the ship had attained to
the zenith seems to have been arrived at
the titles (most probably invented) of
the titles (most probably invented) of

"Star disturbers," and "Angel Shinbreakers." "All that's bright must fade," and they were bright and have gone the way of their kind, and their place has been but poorly filled restitively by the occasional modern steamer, an iron box without the faintest of poetical associations about her.

Jack was there too. The Jack of the clipper age, now or soon to be classed with the native Tasmanian or the Great Auk, and for his amusement and all that went to earn him his sobriquet of "Happy Jack" due provision was made in Whampoa. For his lighter diversion and delectation there was the New Town, the cluster of houses on the peninsula at the upper end of the Anchorage, composed of the last straws or shavings as well as a number of floating magazines, and a few substantial Quoniam, Jimmy Cockeys. It was stocked with all that was rich and rare, models of pagodas and junks, made of bone but sworn to as ivory; chessmen, cheaplaquer ware, flimsy and greasy silk work and embroideries, 'all sorts of trash to tempt the elusive dollars from the treacherous haven of Jack's pocket. And there was of course the gay shop where mystic liquor was retailed in the beams of cracked fiddle and Chinese drum made music when Jack felt inclined for the giddy dance; where he was waiting for his pleasure; but when his mind was languid longed for something better; when he felt that he wanted a real good time with accompaniments, then there was Bamboo Town. In those days who had not heard of Bamboo Town at Whampoa. The fame of it had gone the round of the Equator and likewise to the North and South. Its reputation was rather belied by its outward appearance. Its location was on the edge of the anchorage, a little below the Custom House, a long line of rotting and muddily decayed pilings stuck into the mud. A single plank supported a bamboo framing on which were laid the floors, flimsily after the Chinese fashion, and the "Town" houses were composed chiefly of straw matting opening to a sort of street on the land side. The law was held in little respect there; every man did what was right in his own eyes; those eyes being frequently controlled by an opposing fist. Where so many rival ships lay, of course, there was plenty of each ship. Politics were high in fustles, and to Bamboo Town to prove by force of arms the superiority of their respective vessels. The fights were to finish, and presumably if a drawn battle, the question still remained in abeyance. There of course, the evergreen international question came in hand between Yankee and Linelighter. Many a wordy argument sprung up ending in the rage of battle. Every house was a drinking den or worse, or probably the liquor was somewhat more vivid and grovish than that supplied at the New Town. Doubtless many a man has resigned this pleasing anxious business among the allurements of this attractive town, and a corpse dropped onto a sampan and taken down to the Reach could never be seen or again as an avenging spirit. But, all has gone now. Not a vestige or trace remains on the site once vocal and blasphemous with the frenzy, revels and riotous joys of Jack. To-day one sees the sheds of local boatbuilders and junk repairers who carry on their peaceful vocations undisturbed.

The mid-century Jack has departed and his place here will know him no more for ever. To the left, as we pass on, stands the

to the left, as we pass on, stands the Custom house, coloured yellow, and a little below a Chinese-looking range of buildings are known as the Viceroy's College. They were erected by Chang Chih Tung, a former Viceroy, an able and energetic man, as a training school for students of Western science according to Western practice. But the times for improvement were marred and retarded by his failure by his presumptuous ignorance, and his consequent determination to accept no skilled foreign advice. On the hill over the Custom house the ground is rough with graves; and the Chinese always bury, for reasons connected with *fung-shue*, on the hills, and every suitable elevation in this neighbourhood is used as a burial ground. Straight ahead as we go lies "American Road," but it is a "No thoroughfare." The Chinese

effectively blocked and the water turned right, seeing on our left the former British Consulate; the original Whampoa Dock, a mother of the great establishment in Hongkong; and, somewhat further up the torpedo station where are kept torpedo boats built in Germany. They are under the charge of a foreigner and are in fine order. They amuse the Chinese, and as they furnish an excuse for a small official to draw a salary as manager they are not without purpose at all events. By firing a mile we had passed all causes for pride in the docks and banks and rows of houses, and struck by the river side, and then swinging back to our former direction we enter the home stretch for Canton. Here the scenery increases. The spring and summer when the brilliant green of the growing rice is spread on the river side and the country away to the hills is patterned over with clumps and clumps showing the most varied tints of foliage, the landscape is really beautiful. The White Cloud range, appearing almost parallel on the right, terminating in the well known White Cloud Mountain, at the base of which, on the low land, lies the City of Canton, and as we approach nearer we shall see that at the whole mountains' sides are spotted here and there with tombs, it being a favourite burial place with the Chinese. — To our left, as we pass

ong, we note the Whampoa Pagoda rearing
9 stories of stately uprightness from a low
toded knoll and adding a finishing touch to
the landscape. This pagoda is in good pre-
servation for its age, over 300 years. On the
the shore are growing in the very
mately Chinese towers, the straight
edged, if the day is fine, the beautiful spires
the Catholic Cathedral can be seen looming far
er the City, dominating every other building.
it the river itself claims our attention. We
within the sphere of some of the attractions
Canton, as an every side, like ourselves
rrying to the City, are all sorts of river craft,
the newcomer, the quaint shaps and
scellaneous equipment furnish constant
prices. Among such a variety of types it is
ly possible to indicate a few and probably
most numerous—the Chinese passenger boat
with its six sails, the Chinese junk, the
racerail mill system, twelve to twenty cooies
employed, according to size. Then the
the slipper boat with its pointed snout
smiles gaily along under the powerful impetus
its two large oars, the passengers being
its away underneath the mat covering, hav-
come from some distant village on the
banks of one of the innumerable creeks which
cross the delta. A curious-looking boat
the galleries around the mast often has been
seen carrying a hundred Chinese coolies.

chored by the bank. This is a duck-boat diff-
tially its occupants who are feeding in the
neighbouring fields and who return to "sleep
board at night. There may be some 1,500
of them. They are well trained and in
work just what is expected of them. Then
are the boats bringing produce to Canton,
clumsy craft heaped high with firewood
in the East River, their hulls almost
circummerged; the grain boat with a curious
heavy-loading receptacle built upon her,
the boats loaded with bananas or oranges
and many other fruits. One insignificant-looking
boat most noticeable of all is a small one with

and if Zephyr happens to be travelling from her direction with his "light wings oppressed with perfume," he makes his arrival known in the most striking and incisive manner, and the perfume which he carries is the famous "Canton River Bouquet." We shortly pass another barrier, the Barrier Forts; but during the first war with Great Britain in 1856, they having fallen to the passing boats of a U. S. war vessel, they promptly came up and demolished them. They have since been rebuilt in modern style, and the one we pass on the left seems to be the masterpiece of some Chinese architect, armed with quick-firing guns (Chinese pattern). The gate is a small one on a peace footing, consisting of one man who sees in himself all grades from commandant to cook; his whole duty appears to be the hoisting of the flag on high-days or when an official passes in a gunboat.

Another Pagoda, the Red Stone Hill Pagoda, stands near this. There is said to be a supernatural treasure beneath it somewhere. It is a little delapidated, has lost its spike, and leans a little to the eastward. From this point we can now see the elevated structures about the city. The most striking building, on the west side of the back of the "Inverted Pagoda" and is built on to the north wall of the city. Directly outside the wall is a hill with a fort on the top, known as the Gough's Fort, Sir Hugh Gough having in May, 1842, begun the attack on Canton by capturing it. A little to the right there is another hill crowned by a low building with a single spire, as remarkable as the point from which the Tamsui River is watched the city, and after a siege of 11 months captured it on the 24th November, saying, it is said, 50,000 of the inhabitants. Above the city itself rise the numerous high square-topped pavilion-roofs and the lofty roofs of the temples and garden-palaces, with the Flowery Pagoda in the background and the "Smooth Pagoda," or minaret of the ancient Taoist temple, some distance from the river. We next pass the Salt Pans, or a shallow stretch of water where the great salt junks moor themselves in the most convenient way for passing vessels, occupying the deepest part of the Channel.

The city face is next reached, and any attempt at description of this last portion of the trip must be futile. "The best thing for us to do is get on the upper deck of the steamer, as the view on both sides is most effective from that position and we can observe the whole panorama ashore and aloft. A good deal of the domestic back-door life is under our eye as we sail along. The side of the river to our left is called 'Nanm' (the south bank) and is an important suburb of Canton where many industries are clustered. To the right the river banks are completely masked by the floating craft of all kinds. On the river the sampans are never keenly bent on attaining speed, by getting run over by the steamer, and in some cases they wait with men and women ready to jump aboard, as she passes, to seek for a job among the Chinese passengers. Passing the small

called by the Chinese "Flower" or Sea
 and by the foreigners the Dutch Flower
 and by beacons and buoys on the right.
 A foreign-looking house, the hospital of the
 American Mission now carried on by the
 American Presbyterians. Directly above is a
 of ramshackle-looking floating construc-
 tions. These represent the famous Flower
 Boats or more properly Flowering Boats,
 the Chinese using the word (fa) flowering to express
 ornamentation or decoration. These boats are
 decorated entirely with a gorgeous style of
 Chinese adornments. Fastening these on the shore
 the once noted site of the factories, the
 name of which is almost forgotten. Not a
 of foreign occupation is now to be found
 here, and the only memories survive in the
 name of the streets, "Thirteen Hong" Street,
 which formed their original boundary at the
 attack. We now appear to be plunging into
 a mass of sampans, bent on dealing out death or
 destruction, but somehow they avoid the crash
 and the steamer slides up alongside the wharf
 and the fast, and the globe-trotter is lucky
 to find himself assigned to the care of
 Cun Sen, a most efficient and painstaking
 guide, who will at once take him under his
 arm and plunge with him into the maze of
 the great city.

But though the passengers leave, the constant flow of Chinese life surges around the camera without cessation, and it is occupation enough to lean over the side and watch the microscope scene that passes beneath. No criticism can do it adequate justice. The temples of humanity that come under view are so varied and singular, and the come and go is so ceaseless, and the noise, it can never be said to cease entirely even at night, it only calms down for a limited space, no one knows when the Chinese boat people sleep. If a passenger goes ashore and intends going to the many by the steaming steamer, it would be well for him to get on board some quarter of an hour or so before starting, as the sight of the fish coming in for transport to Hongkong is very interesting. The probability is that the steamer in leaving Canton will go by the Backwash and clearing the wharf will steam directly up the river, passing Shameen and coming down round the head of Honam Island. To the right, as we do so, is Fa-ti or the Flower Garden. There are the nursery gardens of Canton, where may be seen the Chinese practice of "water culture." From the most of the flowers that adorn the residents' houses, the pinks are successful with many flowers. The pinks are in profusion in the winter months, and others come in their season.

A little distance down the reach is the New
man Mission, and below that, behind bamboo
coes, may generally be seen ducks in thou-
sands. They are hatched in hot air incubators
by day, and from here are drafted into the
rick boats and sent down to the river. Two
times we pass a fort on an island, formerly
owned by the Chinese, but now called "Ma-
cer" called "Ma-er" fort. It is valuable as a
sentry and only a curiosity on the black shal-
lows. The square ports are painted gaudy tiger
skins to terrify assailants. On the island to
the left opposite is the cemetery for the fore-
igners of Shanghai. Here after much weary-
ing voyaging, having lived, loved and
died, and gazed on the men, gathered from
everywhere, each one with his birth place thou-
sands of miles away at the other end of the
world, and at the last laid together in this
grave, is a strange land, they await the
rolling summons of the last Amen. Two
miles further down the river is the light
entrance of Fatsien Creek, were in June, 1897,
the boats of the British Squadron under
Commander Elliott and Capt. Keppel, destroyed,
a loss to themselves, the main force of
Chinese war junks, Keppel following them
up to the City of Fatsien some 12 miles
from the place of the fight was just at the limit
the water view up the creek.

The scenery in this reach is somewhat different from that passed in coming up. Rice fields and fruit plantations are the rule, with many creeks intersecting, but the low hills come in places down to the river. They are thickly wooded, and there are many prettily situated villages embowered in banyan and fig-trees. The navigation too is most intricate and requires much speculation. High Island, in the middle of the river, leaves a rather narrow waterway, and are four barriers to pass, the last made in many of steel and costing; it is said, one hundred thousand dollars. Its actual usefulness is perhaps questionable, but it is a fine sight.

